

# STOCK PRICES GO DOWN WITH RUSH

Hardening of Money Market Said to be Cause of Decline.

## LAWSON AT WORK AGAIN.

Much Speculation Over Japanese Funds—Final Prices Near Lowest.

(By Associated Press.)  
NEW YORK, September 6.—The fall in prices of stocks was resumed to-day and gained momentum with a progress. This hardening of the money market was the basic cause of the decline. There was no refusal of money facilities on the part of the lenders, and no actual necessity therefore for the closing out of holdings of stocks. There is a very general sentiment besides that severe stringency in money is not what is to be feared. It is no doubt that money markets are working closer and will continue to do so.

After the straggling mixture of gains and losses on the opening, the decline, the course of prices turned decisively downward. The occasional support of Reading was of only slight influence in checking the downward tendency. While no Japanese issue is expected immediately, it is known that Japanese funds in New York are being remitted to London. It is expected that the final installment of the subscriptions for the second series of Japanese 4-1/2 per cent bonds may be also submitted to London after their payment, which is due on October 10th, and which calls for some \$50,000,000.

The renewed threatening outpourings on stock market affairs from a Boston operator also got on the nerves of Wall Street, owing to their timeliness with the reduction in the price of Copper, announced in New York and the sharp drop in that commodity in London market.

The selling was the heaviest in the last hour of the day, when call money touched 3 per cent, and the final prices were near the lowest. The undertone at the last was decidedly gloomy.

Bonds heavy; total sales, par value, \$3,475,000.

Money and exchange—Close: Money on call, firm and higher, 2-1/2 to 3; 3's and 4's, 1-1/2, and the new 4's, 1-2 per cent, on call.

The total sales of stocks for the day amounted to 1,390,100 shares.

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**RICHMOND STOCK MARKET.**  
Richmond, Va., Sept. 6, 1905.

**STOCKS.**  
Virginia-Carolina Chemical Co. preferred—5 shares at 100.

Centuries—41,000 at 95 1/2; 41,000 at 95 1/2.

U. S. 2's, registered, optional—102 1/2.

North Carolina 4's, C. 1910—102 1/2.

North Carolina 6's, 1910—100 1/2.

U. S. 3's, New, C. 1910—100 1/2.

U. S. 4's, New, C. 1910—100 1/2.

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# OFFICIAL RANGE AND SALE OF STOCKS IN NEW YORK

By Thomas Branch & Co., Bankers and Brokers.									
SALES:	Open.	High.	Low.	Closing.	SALES:	Open.	High.	Low.	Closing.
				Bid. Asked					Bid. Asked
1,300 A. C. I., com.	106	106	105	104 1/2	106	106 1/2	103 1/2	103 1/2	103 1/2
110,700 Amalgamated Copper.....	82 1/2	82 1/2	82 1/2	80 1/2	80 1/2	106 1/2	103 1/2	103 1/2	103 1/2
2,800 Amer. Car and Foundry.....	36 1/2	36 1/2	35 1/2	35 1/2	35 1/2	106 1/2	103 1/2	103 1/2	103 1/2
100 Amer. Can. & Foun., pfd., 100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	106 1/2	103 1/2	103 1/2	103 1/2
American Cotton Oil.....	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	106 1/2	103 1/2	103 1/2	103 1/2
100 American Tobacco, pfd., 100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	106 1/2	103 1/2	103 1/2	103 1/2
100 American Can, pfd., 100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	106 1/2	103 1/2	103 1/2	103 1/2
4,700 American Loco., com., 60 1/2	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2	106 1/2	103 1/2	103 1/2	103 1/2
600 American Loco., pfd., 112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	106 1/2	103 1/2	103 1/2	103 1/2
4,100 Atchafalaya.....	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	106 1/2	103 1/2	103 1/2	103 1/2
2,400 Atchafalaya, Top, & S., pfd., 100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	106 1/2	103 1/2	103 1/2	103 1/2
9,000 Baltimore and Ohio.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	106 1/2	103 1/2	103 1/2	103 1/2
27,000 Brooklyn Rapid Transit.....	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2	106 1/2	103 1/2	103 1/2	103 1/2
100 Canada Southern.....	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2	106 1/2	103 1/2	103 1/2	103 1/2
26,000 Canadian Pacific.....	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	106 1/2	103 1/2	103 1/2	103 1/2
7,700 Chesapeake and Ohio.....	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2	106 1/2	103 1/2	103 1/2	103 1/2
4,200 Chicago Great Western.....	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	106 1/2	103 1/2	103 1/2	103 1/2
20,000 Chi., Mil. and St. Paul.....	175 1/2	175 1/2	175 1/2	175 1/2	175 1/2	106 1/2	103 1/2	103 1/2	103 1/2
6,200 Colorado Fuel and Iron.....	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	106 1/2	103 1/2	103 1/2	103 1/2
500 Colorado Southern, com., 27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	106 1/2	103 1/2	103 1/2	103 1/2
200 Colorado Southern, 1st pfd., 42	42	42	42	42	42	106 1/2	103 1/2	103 1/2	103 1/2
800 Colorado Southern, 2d pfd., 42	42	42	42	42	42	106 1/2	103 1/2	103 1/2	103 1/2
100 Clev., Cin. Chi. & St. L., 100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	106 1/2	103 1/2	103 1/2	103 1/2
Chart, and St. Louis.....	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	106 1/2	103 1/2	103 1/2	103 1/2
100 Consolidated Gas.....	184	184	183	183 1/2	183 1/2	106 1/2	103 1/2	103 1/2	103 1/2
100 Consolidated Gas, 1st pfd., 220 1/2	220 1/2	220 1/2	220 1/2	220 1/2	220 1/2	106 1/2	103 1/2	103 1/2	103 1/2
100 Del., Lack. and Western.....	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	106 1/2	103 1/2	103 1/2	103 1/2
58,700 Erie, com.....	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	106 1/2	103 1/2	103 1/2	103 1/2
2,000 Erie, 1st pfd., 92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	106 1/2	103 1/2	103 1/2	103 1/2
200 Erie, 2d pfd., 76 1/2	76 1/2	76 1/2	74 1/2	74 1/2	74 1/2	106 1/2	103 1/2	103 1/2	103 1/2
500 General Electric.....	181	181	180	179 1/2	179 1/2	106 1/2	103 1/2	103 1/2	103 1/2
3,000 Illinois Central.....	178	178	176	175 1/2	175 1/2	106 1/2	103 1/2	103 1/2	103 1/2
10,000 Louisville and Nashville.....	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	106 1/2	103 1/2	103 1/2	103 1/2
20,400 Metro. St. Ry.....	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2	106 1/2	103 1/2	103 1/2	103 1/2
4,500 Mexican Central.....	23 1/2	23 1/2	22 1/2	22 1/2	22 1/2	106 1/2	103 1/2	103 1/2	103 1/2
6,900 Mo. Kans. & Texas, com., 31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	106 1/2	103 1/2	103 1/2	103 1/2
Manhattan.....	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2	106 1/2	103 1/2	103 1/2	103 1/2
1,700 Missouri Pacific.....	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	106 1/2	103 1/2	103 1/2	103 1/2
1,900 National Lead.....	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	106 1/2	103 1/2	103 1/2	103 1/2
13,200 New York Central.....	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2	106 1/2	103 1/2	103 1/2	103 1/2
1,100 Norfolk and Western.....	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	106 1/2	103 1/2	103 1/2	103 1/2
3,100 N. Y., Ont. & Western.....	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	103 1/2	103 1/2	103 1/2
3,000 Northern Pacific.....	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	103 1/2	103 1/2	103 1/2
6,700 Pennsylvania.....	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	103 1/2	103 1/2	103 1/2
1,100 People's Gas (Chicago).....	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	106 1/2	103 1/2	103 1/2	103 1/2
1,100 Pressed Steel Car.....	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	103 1/2	103 1/2	103 1/2
200 Pressed Steel Car, pfd., 106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	103 1/2	103 1/2	103 1/2
1,800 Repub. Iron & Steel.....	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	103 1/2	103 1/2	103 1/2
1,300 Reynolds & Steel.....	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	103 1/2	103 1/2	103 1/2
157,700 Reading, com.....	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2	106 1/2	103 1/2	103 1/2	103 1/2
Reading, 1st pfd., 61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	106 1/2	103 1/2	103 1/2	103 1/2
Reading, 2d pfd., 33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	106 1/2	103 1/2	103 1/2	103 1/2
10,800 Rock Island, pfd., 80	80	80	79 1/2	79 1/2	79 1/2	106 1/2	103 1/2	103 1/2	103 1/2
1,100 Rock Island, 1st pfd., 80	80	80	79 1/2	79 1/2	79 1/2	106 1/2	103 1/2	103 1/2	103 1/2
1,000 Sloss.....	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	106 1/2	103 1/2	103 1/2	103 1/2
Sloss, pfd., 67 1/2	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2	106 1/2	103 1/2	103 1/2	103 1/2
400 St. L. & San Fran., 2d pfd., 61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	106 1/2	103 1/2	103 1/2	103 1/2
100 St. L. & S. W., pfd., 66 1/2	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2	106 1/2	103 1/2	103 1/2	103 1/2
2,000 Southern Pacific.....	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	106 1/2	103 1/2	103 1/2	103 1/2
5,000 Southern Railway, com., 100	100	100	100	100	100	106 1/2	103 1/2	103 1/2	103 1/2
100 Southern Railway, pfd., 100	100	100	100	100	100	106 1/2	103 1/2	103 1/2	103 1/2
Seaboard Air Line, com., 100	100	100	100	100	100	106 1/2	103 1/2	103 1/2	103 1/2
Seaboard Air Line, 1st pfd., 87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	106 1/2	103 1/2	103 1/2	103 1/2
Seaboard Air Line, 2d pfd., 87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	106 1/2	103 1/2	103 1/2	103 1/2
Tennessee Coal and Iron, 87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	106 1/2	103 1/2	103 1/2	103 1/2
13,700 Texas Pacific.....	127 1/2	127 1/2	127 1/2	127 1/2	127 1/2	106 1/2	103 1/2	103 1/2	103 1/2
105,400 Union Pacific.....	132 1/2	132 1/2	132 1/2	132 1/2	132 1/2	106 1/2	103 1/2	103 1/2	103 1/2
United States.....	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	106 1/2	103 1/2	103 1/2	103 1/2
97,800 U. S. Steel.....	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	103 1/2	103 1/2	103 1/2
67,700 U. S. Steel, pfd., 104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	106 1/2	103 1/2	103 1/2	103 1/2
400 Va.-Car. Chem., com., 32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	106 1/2	103 1/2	103 1/2	103 1/2
100 Va.-Car. Chem., pfd., 21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	106 1/2	103 1/2	103 1/2	103 1/2
400 Wabash, com., 12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	106 1/2	103 1/2	103 1/2	103 1/2
400 Wabash, pfd., 9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	106 1/2	103 1/2	103 1/2	103 1/2
300 Western Union.....	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	106 1/2	103 1/2	103 1/2	103 1/2
3,200 Wisconsin Central.....	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2	106 1/2	103 1/2	103 1/2	103 1/2
3,000 Wisconsin Central, pfd., 69 1/2	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2	106 1/2	103 1/2	103 1/2	103 1/2
U. S. L. & W. 2d pfd., 72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	106 1/2	103 1/2	103 1/2	103 1/2
Total Sales, 1,154,000									